

CLAIMS

1. A vehicle suspension comprising:

a pair of transverse swing arms, each arm of the pair being pivotally mounted on respective opposite sides of a chassis of said vehicle, each of said swing arms extending in the longitudinal direction of said vehicle, a resilient suspension member connected at one end to the chassis and the other to the swing arm, and a drive shaft having inboard and outboard ends, said inboard end being connected by a flexible coupling to an output shaft of a gearbox of said vehicle, and said outboard end being connected by a flexible coupling to a wheel final drive, wherein the drive shaft comprises a pair of shaft halves slidable with respect to one another, and wherein each of said transverse swing arms comprise a wheel mount and a wheel final drive mount, and wherein said wheel support substantially encloses the said drive shaft between the wheel final drive and the gearbox.

2. Vehicle suspension according to claim 1, wherein the wheel support is integral with said swing arm.
3. Vehicle suspension according to claim 1, wherein the wheel support includes a housing extending directly towards the gearbox.
4. Vehicle suspension according to claim 1, wherein each swing arm is guided in its pivot plane at a certain distance from the swing arm's pivot mount point on the chassis.

5. Vehicle suspension according to claim 4, further comprising a guide mounted on the chassis a slide mounted on the swing arm, said slide being slidably mounted in the guide, and constraining lateral movement of said swing arm.
6. Vehicle suspension according to claim 5, wherein said guide is located in the area between the pivot mounting point of the swing arms on the chassis and the wheel shaft.
7. Vehicle suspension according to claim 5, wherein said guide is located behind the wheel shaft in the longitudinal direction of the vehicle.
8. Vehicle suspension according to claim 4, wherein the wheel support is guided against lateral movement by a transverse swinging arm.
9. Vehicle suspension according to claim 1, wherein said wheel final drive includes a reduction gear.
10. Vehicle suspension according to claim 1, including a wheel brake comprising a brake disc and a brake saddle mounted in the wheel support and wherein the brake saddle is pivotable between active and inactive positions, the wheel support including a shutter covering an opening in the wall of said wheel support, and wherein the brake is accessible through said shutter.

11. Vehicle suspension according to Claim 10, wherein the opening is substantially aligned with said brake saddle, and when said shutter is open the brake saddle passes through said opening to its inactive position.
12. Vehicle suspension according to claim 1, wherein said wheel final drive is mounted in said wheel mount.